PROPERTY

For The Eccuting Palegraph. THE FAIR ANGELS. June 7th-27th, A. D. 1864. Her.l, Union hands! Woe, Rebel chiefs! bright

Med. Union hands! Wee, Rebel chiefs! bright throngs

W ministering spirits our war-strewn path Jare lighting up, till God, restraining wrath, A more than Red sea triumph with its sough Shall bid engulf a tyranny that wrongs Each boudman sorely, but each free ford more! Pair sisters, Mirism-like, Columbia o'er, Ye bring what first, each brother's life prolongs, Till guided on by Freedem's pillowed firs, Apart the gulf where Pharaoh's demons sup, Te hall, with banners high and anthems higher, Enfranchised men whom God and right inspire. Kind angels, lift our stricken heroes up, The Lord shall brim with their's your nectar cap! Kind angels, lift our stricken heroes up, The Lord shall brim with their's your nectar cap

CURIORITIES OF ENGLISH PEERAGE.

Three centuries and a half ago the ancestors o many of our peers were what would be called obscure country gentlemen, of the untitled arissocracy. Of our present peers there are but seventy-five whose ancestors were land-holders at the period just named. The rest are mere mushrooms compared with county squires, whose ancestors held land at the same period. It is found that the Scottish peerage will stand this test better than the English. We can think of only two titled Scottish families whose ancestors did not possess land at the beginning of the sixteenth century-Primrose and Hope. The present head of the former family, the Earl of Roseberry, descends from James Primrose, the printer, who in 1616 had license to print the tract, "God and the King," for twenty-eight years, in English or Latin, abroad or at bome.

English or Latin, abroad or at home.

We have spoken of "mushrooms;" and it is manifest that if peers only reckoned their nobility from the date of their patents, they would be of the mushroom quality. But the newest peer may have a very old pedigree, and after being on the list of noble English gentry, may attain as a peer to a higher rank in that nobility, and enjoy privileges which were previously beyond his reach. So, when a proud old squire declines to be made a modern peer, his pride blinds him to the truth that the new title would not at all affect his being an ancient gentleman.

At the close of the last century there were \$9548 families in England entitled to bear arms. To the founders of those families the sovereign had at some time granted this privilege, and such a grant ennobled the resipient and his successors. It mattered nothing whether there was a title or handle to the name or not. The owner held lend and were contarmor, as the shield of his arms was called; and therewith "Johr Hampden, twenty-fourth hereditary Lord of Gress Hampden," the squire being Lord of the Manor, was as good a nobleman as Buckingham-better, if is be true that Buckingham's mother, Mary Beaumont, had been a menial servant. In old times, at least, a man was not able who could not prove his "sixteen quarters" notality untained in his family, on both sides, from the time of his great-great-grandmothers. Under the later Bourbons, whose subjects assurfed titles with the At the close of the last century there were of his great-great-grandmothers. Under the later Bourbons, whose subjects assurated titles with the alacrity of "the most noble Count Bassett," no one was permitted to take part in the royal hunts whose nobility did not date from before the year 1400. In France, too, which assumed to be the most palite of nations, a descent through a female branch lessened the honor of those so descended; but in England all the most ancient baronies descend through formules without deterioration. descend through females without deterioration or disparagement. Even if the wife be of the humblest conditions, she ranks with her husband. Roger de Clifford so loved his meanly born mistress, Gillian, that he would wed with no other woman. The Yelverton who married his cook did little oy no harm to the blood of Avonmore. The lady Julians Talbot, who married Bryan, the stroiling actor, and lady Fox Strangewsys, wedded with O'Brien, of Drary Lane Theatre, did neither harm nor honor to the families into which they married. Lord Mansell's son married the daughter of Sir Cloudesley Shovel, who had been a shoemaker, without tainting his father's blood. There was a Dowager Countess of Winchelsen who married a wincmerchant, by which there was less harm done than might have been by the marriage of the seend through females without deterioration

merchant, by which there was less harm done than might have been by the marriage of the Marchioness of Antrim, in her own right, with Mr. Phelps, a chorus-singer, which marriage, however, was without issue.

The peerage, however, has suffered in other ways, its members having contributed a very large number to the untender hands of the executioner. Since the Conqueror's days some four-score temporal and spiritual lords have tasted the bitter quality of that grim official. The list opens with Waitheof, Earl of Northumberland, Huntingdon, and Northampton, who was beheaded by order of King William, his wife's uncle, in 1075. The gloomy record closes with Lawrence Shirley, Earl Ferrers, who was hanged for murder in 1760. Almost midway between the Saxon earl politically beheaded by his Norman uncle, and the half-mad and entirely bad earl who went to Tyburn in his wedding suit, stands the first prince of the blood who stepped on the scaffold doomed legally to death, in the person of Thomas Plantagenet, grandson of person of Thomas Plantagenet, grandson of Henry III, and Earl of Lancaster and Leicester of whom the common people made a saint. So revared was the memory of this troublesome and turbulent prince, that at one time Thomas of Lancaster threatened to supersede Thomas a'Becket.

"Becket.
Very few, indeed, are the cases in which peers have been rightly executed for any but political offenses, such as high treason, whereby they were made traitors because of their lack of success. Two or three have suffered for crimes cess. Two or three have suffered for crimes of unutterable enormity; but in the very worst of these cases there is room for anapticion that the witnesses were of a class ready to prove too much. The spiritual peers have for the most per; suffered enforced death, when called upon, with great dignity. Human sympathy is always with them. We know of no exception, save in the instance of an unworthy member of the Irish prelacy, who was, however, a Somerset-sbire gentleman, Atherton, Bishop of Waterford. He was hanged at Dublin, in 1641, to the great satisfaction of every honest and pure minded man.

she great herres Elizabeth, may have had no rounds for his claims as next herry, and yet may have had no rounds for his claim as next herry, and yet may have been a casted of the family. In the leat entering the process of the processor of the cool fame of the well-descripts, These examinations were as carefully applied for the proceeding of the continuous still exist. As of comments were as carefully applied for the proceeding of the continuous still exist. As of comments were as carefully applied for the proceeding of the continuous still exist. As of comments were accommon magnatum when solven, were truly, of a peer. So Dr. Haghes discovered when he said or my Lord Townsheedt.—"He is an anworthy man, and seeing used against a peer. The recent Libel act of Quient Victoria, however, has probably taken the sing out of the once iterible writ of Scandalom Model, or attainder that peers and peerages in the old times exasted to exist. In those early days a thied nobleman often grew weary of his dignity, and yielding to this heirs, withdrew to a might from their stances are mipping themselves of their dignities, and immuniting themselves of their dignities, and immunities and the continuous of the covernment, and it was unfound to the covernment, and it was unfounded to the covern

the refuge of a "religious house," to live apon sweet, "a memories and heavenly aspirations.

Never was such devastation made in the ranks of our robility, taked and untitled, as during the English Thirty Years' War of the White and Red Roses. In the thirtness battles fought between York and Lancaster, from that of St. Albans, in 1455, to that on Redmore Down, near Boswarth, in 1485, in nine of which struggles the Yorkists were the victors, yet they ultimately lost the great prize at Bosworth, there perished in fight, by murder, or under the axe, two kings, four princes, ten dokes, two marquises, one-and-twenty earls, two viscounts, and seven-and-twenty barons. To these may be added one lord-prior, one judge, one-hundred and thirty nine knights, all noble; four hundred and furty-one squires, the

judge, one-hundred and thirty nine knights, all noble; four hundred and forty-one squires, the eldest sons of knights; and a hody of gentlemen or untitled nobility, of contarmor and ancestry, the number of whom is variously stated, but which number being incorporated with the death-roll of private soldiers, swelled the great total to nearly eighty-six thousand men. Such was the cost to the country of that country's best blood, shed in a quarrel which, after all, ended in a wedding by way of compremise.

promise.
By death and by attainder the ranks of the perrage were thus diminished; they do not seem to have been rapidly replemished. In the reign of Elizabeth, in the year 1872, the order of disks was totally extinct; and we learn from one of then Jonson's plays, that in James 1's time it

That England bears no duses. The title was distusteful to divers nobles, who held it ominous, on the ground that so many who had borne it had lost their heads. King

who had borne it had fost their deam. Allo, James, however, revived the duesi order in 1625, by advancing George Villiers to the rank of the Buke of Buckingham.

The omen was fulfilled in this case. Of the three Stafferds who had been Dukes of Buckingham before him, Humphrey was slain, and Henry and Edward were beheaded. And then this George Villiers was assassinated, and his this George Villiers was assassinated, and this George villers was newsenated, and his son died a beggar and childless. In the Shef-fields this dukedom passed but from one father to one son. That son died a miner, and him and his house Pope celebrated in the Epitaph on the last of the Sheffields:—

"A race for courage famed, and art Ends in the milder merit of the heart; And, either or ages tora to lightain gives, Pays the last tribue, for a mint to heaven."

Young Sheffield, Duke of Buckingham, at hast Young Sheffleed, Duke of Buckingham, at Fass, died in his ked. Other lines ended in other ways. Although peers be titled gentlemen, who exjoy such privileges as freedom from arrest in civil suits, and the right to wear their hats, if they choose to be rude, in Courts of Justice; and although they have the exercise of various judicial functions, the grandeur of the position has oft times suffered much abarement. There was formedly in citied life as much perijus grandeur. oft times suffered much abatement. There was formerly in citled life as much peril as grandeur. Take, for instance, the eighteen Endsof Northumberiand. The first three were siain; the fourth, Cospatrick, from whom the Dundases are descended, died in exile; the fifth was beheaded; the sixth, who was also Bishop of Durham (Walcher), was murdered; the seventh (the Norman Alberick), was deprived and pronounced "unfit fer the dignity;" the eighth died a prisoner for treason; the ninth and tenth hardly come into the secount, for they were Henry and come into the a count, for they were Heary and Malcom, gringes of Scotland, who were a sort of honorary Earls of Northumberland; the eleventh honorary Earls of Northumberland; the eleventh earl was the old Eishop Podsey, of Durham, who bought the earldom for £11,000, but was subsequently seprived of it and thrown into prison. Then takes the Percys. The first earl of that hoste, but the twelfth in succession, after the death of his son, Hotspur, at Shrewsbury, was himself slain in hattle; the thirteenth earl fell at St. Albans, the fourteenth at Towson, the fifteenth at Barnet, the sixteenth was murdered, the seventeenth was the first to die a natural death, and the eighteenth left no children. He,

the seventeenth was the first to die a natural death, and the eighteenth left no children. He, indeed, left a booher; but Sir Thomas Percy was attainted, and his honors became extinct.

The son of Sir Thomas was restored in blood and title after Budley, Duke of Northumberland, was beheaded; but the restored earl was himself beheaded in 1572. It was his nephew, Earl Henry, the husband of Dorothy, one of the sisters of Essex, who suffered fifteen years' imprisonment in the Tower, and was mulcted in a fue of £20,600, not so much because he failed to prove that be was not concerned in the Gunpowder Plot, but because the Percy who was actively engaged in it was his kinsman and servant. He engaged in it was his kinsman and servant. He was the last Earl of his line who suffered per-sonal constraint; and in his grandson, Josechine Percy, the male line became extinct in 1670. We could case the lines of other noble houses

We could give the lines of other noble houses the honors of which have had as much glocm as glory, more peril than comfort, about them. We will rather complete the sketch of the Percy family by stating that the earl Joseeline's soic child and heiress, Elizabeth, married the "proud Duke of Somerset," in which title their son, Algernon Seymour, succeeded them, with that of Earl of Northumberland added thereto. This Algernon Seymour, like Joseeline Percy had but one chief Elizabeth, sole heiress now of the Somerset and Northumberland proper-ty. This Elizabeth once expressed her surof the Somerset and Norhumberland property. This Elizabeth once expressed her surprise at a lady having refused an offer of marriage made to her by the handsome bar net sir Hugh Smithson, whose father is described by some writers as a London apathecary, out whose family, landed gentry in the north, from the time of the Conquest, was as noble as that of the Perrys, and only inferior to it in the fact that the herenitary title of the one was higher in the scale of precedence than the other. Sir Hugh married Duke of Northumberland in 1766. In the well-nigh hundred years that have since elapsed, there have been four dukes—Sir Hugh, his son, and two grandsons. In the latter, as in the carlier days, these Northumbrian nobles have had to risk their lives in battle; the present duke well in Lard Exmouth's expedition to Algiers, and his father distinguished himself in America.

The inter, too, came into collision with the

The latter, too, came into collision with the Government of his day, as his remote predecessors had often done; but in his case with less calamitous issue. George III had promised him the Government of Truemouth; but the king broke his royal word. When he was, subsequently, asked to go out to America as Commissioner, with a promise of the Garter on his return, he peremptorily refused; and when asked for the grounds of his refural, he as promptly answered grounds of his refu-at, he as promptly answer

his experience of what court promises were!

It has been remarked that the cadets of noble families, however low they may have fallen, lose nothing of their notility, and may be the true re-presentatives of a line whose elder branche-are extinct. If this rule be exactly as we have stated, Percy, the Irish trunk-maker, who statmed to be the heir of Josesline Percy, to the deriment of the great hetress blizatesh, may have had no grounds for his claim as next heir, and yet may have been a cadet of the family. In the last century, the old noble Scottish line of Ormiston had a cadet of the house, and probably a repre-sentative of the lords of the land near Montrose,

was drowned.

One of the most curious errors with which we one of the most that in the last volume of the reacquainted is that in the last volume of the "Archicologia;" in which it is said that this poor Duchess Agnes was drowned by order of her own natest of her husband's father. The latter was the murderer by the hands of his own hangman. the murderer by the hands of his own hangman. Perhaps the hangman was made a Freiherr for his manily work. In our own country an idea has always prevailed that an executioner who be headed a State criminal for high treason became by the fact an esquire. The mistake arose from Brooke, York Herald, having made out a cont-of-arms for "Gregory Brandon, gentleman," the hangman of Charles I's days. York palmed the way on Garrer who neelicently confirmed them: arms on Garier, who negligently confirmed them; but both heralds were imprisoned—one for the boax, and the other for not finding it out. The

hoax, and the other for not finding it out. The hoax gave rise to the old popular error.

In old days in this our England, all noblemen, by whatever title they were known, were barons. The "Council de Baronage," included peers of every dignity. In the reign of Henry III, an Act of Parliament decreed that no nobleman could sit in Parliament without a writ of summons. Nor was a new peer considered actually possessed of his-dignity till he had undergone the right of investinate. On this point Sir Bernard Burke has fallen into a singular error for a king of arms to make, "In o'den time," he says, "it was deemed necessary to invest with e says, "it was deemed necessary to invest with he says, "it was deemed necessary to invest with roben the newly created haron in open Parlia-ment, and so lately as the era of King James I, that monarch in person solemniy inducted the harons created by patent, in the lifteenth year of his reign, by eurobing each peer in scarlet with a hood furred with miniver; but in the same year it was determined to discontinue those cere-monies in furure, the legal advisers of the crown monies in furure, the legal advisers of the fertors having declared that the delivery of the jetters patent constituted a sufficient creation." Nevertheless, it is certain that investiture was in practice as into as the reign of Charles II. "In the Hawqueting House," writes Pepys (20th of April, 1661), "saw the king create my lord chancellor and several other earls, and Mr. Crewe and several others barons, the first being led up by heraids and five old carls to the king, and there the water is read and the king puts on his the petent is read, and the king puts on his vest and sword and coronet, and gives him the parent, and then be kisses the king's hand, and patent, and then he kisses the king's hand, and rises and stands covered before the king. And the same for each baron, only he is lied up by three old barons, and they are girt with swords before they go to the king." Coronats were not worn by barons previous to this reign. Charles conferred this honor, as Elizabeth had done, on viscounts. As connected with this matter, we may observe that a peer's robes cost about £1000, but just previous to George IV's coronation, Mr. Wayte offered to supply them for that occasion

but just previous to George IV's coronation, Mr. Wayte offered to supply them for that occasion at £220, and to take them back at £80, which left supple profit for their use.

On the subject of creation of peers, we will here mention the exceedingly prefty custom which was once in force in France. In the time of the old Parliament, a duke and peer on his nomination, and even if he were a prince of the blood, was obliged, in the spring next after his nomination, to present a tribute of roses to the Parliament. This was called the "Geremony of the Roses." The new duke, moreover, was accustomed to decorate the hall in which the Parliament sat, and every adjacent chamber, with a customed to decorate the hall in which the Parliament sat, and every adjacent chamber, with a
profusion of flowers and foliage. Trevious to his
introduction, he gave a magnificent breakfast.
On his introduction, pages preceded him bearing a large silver basin with roses and violets,
which were presented to the president. The
pretty ceremony could not be avoided. In June,
1641 the parliament decreed that Louis des Bourbon Montpensier, created duke and peer in Frirusry, 1638, and Francois de Cleves, created,
'Duc de Nevors' in January of the same year,
should present the flowery tribute, and that Louis
de Bourbon, though the last in date of creation,
should bring his roses and violets first. should bring his roses and violets first.

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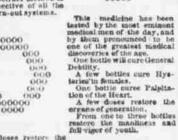
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EATS ASD MICE DIE OUT OF THERE HOLES.
Is Not Dangerous to Use.
Gives Satisfaction to all who use H.

Sold by all Druggists and Dealers throughout the United
Rates.

Caution.—He sure and ask for Burt's Exterminator, in
large boxes, with the red label, and agned by the Proprie
tor, F. Burt Jr. Take in other.

Depot, No 180 S. TENTH Street, above Walnut,
Entween Tenth and Eleventh, Philadelphia, Pa.

ByS-mwsom

REIDESBURG MACHINE WORKS. OFFICE. No. 65 N. FRONT STREET, PHILADELPHIA.

Inciteding all recent improvements in Carding, Spinning, and Weaving
We invite the attention of manufacturers to our exten-PENN STEAM ENGINE AND BOILER
Works.—NEAFIE'S LEVY, Practical and Theoretical
Engineers. Machinists, Boller makers, Blacksmiths and
Founders, having for many years been in successful operation, and been exclusively exgaged in building and repairing Marine and River Engines, bigh and low pressure. Iron
Boilers, Water Tanks, Propellers, &c. &c., respectfully
offer their services to the public as being fully prepared to
contract for Engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are orepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice.
High and low pressure. Fine, Tubular, and Cylinder Boilers,
of the best Pennsylvania charcoal iron, Fernings, of all
sizes and kinds; from and brass Castings of all descriptions; Roll-turning, Screw-cutting, and all other work connected with the above business.

Drawings and specifications for all work done at this
establishment free of charge, and work guaranteed.

The subscribers have supple wharf-dock rosm for repair of boats, where they can lie in perfect safety, and are
provided with shears, blocks, falls, &c., &c., for raising
beavy and light weights. ALFRED JENKS & SON.

JACOB C. NEAVIE, JOHN C. LEVY. BEACH and PALMER Streets.

RAILROAD LINES. CAMDEN AND ATLAN- 1864. TIU RAHIROAD.

THROUGH IN TWO HOURS!!!

THROUGH IN TWO HOURS!!!

On and arter MONDAY, July 4, trains leave Vine street

Ferry as follows:

MSB, 7:30 A. M.
Freight, with passenger car attached, 9:15 A. M.
Express (through in 2 hours) 2:60 F. M.
Atlantic Accommodation, 4:15 F. M.
Atlantic Accommodation, 4:15 F. M. Junction Accommodation, 445 P. M.
Junction Accommodation, 530 P. M.
Accommodation (Atlantic) 5-66 A. M.
Express, 748 A. M.
Freight, 11-55 A. M.
Mail, 448 P. M.
Innection Accommodation

Freight, 11:50 A. M.
Mail, 448 F. M.
Junction Accommodation, 6722 A. M.
Junction Accommodation, 6722 A. M.
Fare to Atlantic, \$2.00. Round Trip Tickets (good enly
for the day and train on which they are issued) \$1:50.

EXTRA HADDONFIELD TRAINS,
Leave Vine street 10:16 A. M. and 1:00 F. M.
Leave Haddonfield 1:45 F. M. and 1:46 F. M.
Mail train for Atlantic leaves Vine street 7:50 A. M.
Leaves Atlantic 4:45 F. M.
JOHN G. BEYANT, Agent,
1680-17
The har which was made last year has entirely disappeared, leaving the beach one of the most delightful of
the coast.

WEST JERSKY RAILEGAL

ONLY AND

WEST JERSEY RAILROAD

THE LINES.—Commencing MONDAY June

20, 1864, from WALNUT Huses Wharf.

FOR CAPE MAY.

At 6 and 10 A. H. and at 420 F. M.

For Glassboro, at 5, 2, and 10 A. M., and 4 P. M.

For Glassboro, at 5, 2, and 10 A. M., and 4 and (30 P. M.

For Woodbury, Gloucester, Ac., at 6 and 3 A. M., 12 M.,

and 4 and 6 F. M.

Cape May at 6 and 11 45 A. M., and 5 10 F. M.

Mitribe at 7 40 A. M., and 12 2 and 6 20 P. M.

Salem at 6 A. M. and 115 F. M.

Bridgeton at 615 A. M., 120 F. M.

Glassboro at 710 and 825 A. M., 223, 206 and 7 58 F. M.

Woodbury at 7,740 and 826 A. M., and 2 50, 325, 5-65 and

8 12 F. M.

THE WEST JERSEY EXPERSS COMPANY,
Office No. 5 WALNUT Street, will call for and deliver
Bayerge, and stiend to all the usual branches of Express
business. Heavy Articles taken by 6 A. M. lines only,
and must be sent to the office the evening previous
reribiable articles by the line must be sent before 6%
a. M. A special increaseper accompanies canh train.
my51 s. VAN KENSSELAER, Superintendent.

NORTH PENNSYLVANIA
DOYLDSTOWN, EASTEN, MAUCH CHONE, HAZELTON, WILKE-BARRE WILLJAMSPORT,
SUMMER ARRANGEMENT. On and after MONDAY, June 13, 1864, Passenger Traine til leave the new bept, Tillidi Street, above Thousen street, Fhiladelphia, daily (Gundays excepted), as allows:

SHIPPING. STRAM WEEKLY TO LIVER-pool, teaching at Queenstewn, Core Barber. — The well-known steamers of the Livenpool, New York, and Fulladelphia Steamanin Company are intendented and as follows:— CITY OF LONDON, Saturday, July 2th, CITY OF hALTIMORE, Saturday, June 16th, ETNA, Saturday, July 23d, And every succeeding Saturday, at nose, from Pier No. 4 North River. BATES OF PASSAGE.

And every succeeding Sauricay, as now, aron free No. as North Elver. BATES OF PASSAGE.

Frayable in Gold, or its equivalent in Currecept—
First Cabin to London 85:00 Steerage to Lendon ... Stop
First Cabin to Paris ... 85-00 Steerage to Lendon ... Stop
First Cabin to Paris ... 85-00 Steerage to Lendon ... Stop
First Cabin to Paris ... 85-00 Steerage to Lendon ... Stop
First Cabin to Paris ... 85-00 Steerage to Hamburg .. 37:00
Faces presers are also forwarded to Havre, Brocann, Retterdam, Antwerp, Ac., at equally low rates.
Fares from Liverpool or Queentown .. First Cabin, St5, 525, \$106. Steerage from Liverpool and Queenssawn, \$25.
Those who wish to send for their friends can buy theses here at these rates. here at these rates.

For further information apply at the Commany's offices.

JOHN 15, DALIS, Assut.

No. III WALNUT Street, Philadelphia.

BOSTON AND PHILADELPHIA
Steam Silp Line, sailing from each port on
SATURDAYS, from Eret What above PINE street,
Fininderphia, and Long Whare, itoston. From tirst whate
PINE street, on Saturday, July 2, 1884.

The steamship NORMAN, Bastr, will sailfrom Philadelphia for Hoston. on Saturday, July 8th, at 10 A. M.,
and the steamship SANON. Manuscrap, from Boston for
Philadelphia, on same day, at 1P. M.

These new and substantial steamships form a regular
line, sailing from each part purelently on Saturdays.

Insurances effected at one-half the presidum charged on
sail vessels. rely vessels.

Frequents taken at fair rates.

Frequents are requested to send Slip Receipts and Bills adding with their woods.

For Freight or Passage (having fine acrommodations) poly to HENRY WINSOR & CO., 181-47 No. 342 S. DEL-AWARE Avenue.

FOR NEW YORK.—DESPATCH and Swiftmare Lines, via Delaware and limitan Caral. The stransors of these lines are leaving daily at 12 or ock M and 5 or clock F. M., from third pier above Walter street.

For freight, which will be taken on accommodating terms, alphy to WILLIAM M. BAIRD & CO., No. 121 S. DELAWARE AYEDES.

RAILROAD LINES.

ABRIANGEMENTS 1864.
The Uniden and Ambey and Philadelphia and Treaton Railread Companies' Lines from Philadelphia to New York and Way Places.

HOW WALNUT STREET WHARP. Will leave as follows, vin: - And A. Acat 8 A. M., via Camden and Jersey City, Murning B A. M., via Camden and Jersey City, 2d Class At 17 M., via Camden and Amboy, C. and A. Accom-At IP M., via Camden and Amboy, C. and A. Ex-

2d times do...
For Mauch Chunh, Allemown, Registern, Revidere,
Easton, Kambertville, Flemingron, &c., al 2007. M.
For Flemington, Lambertville, and intermediate stations, P. M.
For Mount Holly, Evanaville, and Pemberton, at 6 A. M.,

Yand S.P. M.
You Precheld at S.A., and S.F., M.
For Precheld at S.A., and S.F., M.
For Fampera, Bivecton, Brianco, Beverly, Burn,
Fluvence, Bordentown, Sc., at S.A., M., 12 M., 1, 3
and S.F. M. The World D. M. Sineszon direct th Trenton. For Palagra, Elverton, Delanco, Reverly and Burling-in et 7 P. M ton at 7 P. M.
Steamboat Trenton, for Bristol, Burlington, Beverly,
Torresdale and Tavony, at P. D. A. M. and 2 N. P. M.
LINES FROM KENSINGTON DEPOT

Will leave as follows:

At 4 A M. (right) via Kensington and New York,
Washington and New York Mad.

At 1/15 A M., via Kensington and Jersey City Express.

At 4 20 P. M. via Kensington and Jersey City Ex-At 4-50 F. M. via Kensington and Jersey City, 3-00 At 6-50 F. M. via Kensington and Jersey City, 3-00 Washington and New York Express.

Sunday lines leave at 4 A. M. and 6-35 F. M. Services, 2-30 Ferr Water Gap, Strondsburg, Scrauburg, Wilkesbarrs, Montrove, Great Fend, Manch Chunh, Allentown, Beshleber, Betwiere, Easton, Lambertville, Fernington, &c., at 716 A. M. Tals line connects with the train leaving Easton for Manch Chunk at 740 F. M.

For Eleminaton, Lambertville, and intercediate stations, at 5 F. M. For Firmington, Lambertville, and intermediate gas-ons, at 5 P. M. For Bristol, Trenton, &c., at 7 15 and II 15 A. M., and 5 M. For Helmerburg, Tacony, Wissinoming, Bridesburg, and rankford, at 9 A. M., 5, 545 and a P. M. The 9 A. M. Frankford, at 2 A. M., 5, 50 and a F. M. The 9 A. M. Live ruta to Bristol.

Live ruta to Bristol.

Live Tor New York, and Way Lines leaving Kensington.

Dispol, take the cars on Fifth street, above Walmit, bad an bour before departure. The Cars run into the Depat, and on arrival of each Train, run from the Depot.

Frly pounds of bargage only aboved each passenger.

Passengers are prohibited from taking anything as bagings but their wearing alpatel. All basesage over filly pounds to be pale for extra. The Company limit their responsibility are baggage to the Bollab ere pound, and will not be liable for any amount beyond \$100, except by secretal contract. special contract.

Graham's Baggage Express will call for and deriver baggage at the Depots. Orders to be left at No. 3 Walnut street.

WM. H. GATZMEH, Agent. From Soct of Courtiand street at 12 M. and 4 P. M., via
Jersey City and Camden: at 7 and 10 A. M., 6 P. M., said
19 (Night) via Jersey City and Kensington.
From Soct of Rarclay atreet, at 6 A. M. and 2 P. M., via
Amboy and Camden.
From Fiet No. 1, North River, at 12 M., 4 and 8 P. M.
(Freight and Passengers) via Amboy and Camden.

FREIGHT LINES FOR NEW PREIGHT LINES FOR NEW Amboy and connecting Railrose on the Camden and Amboy and connecting Railrose.

The Camden and Amboy Rair-and and Transportation Company's Freight Lines for New York will leave Wainut treet wharf, on and after January S, daily (Sunlays extended), at 4 o'clock P. M.

Returning, the above Lines will leave New York at 1 in P. M. must be delivered before 3% P. M. to be for-

Central marroad, and a cerain season of the marks and numbers, shippers and consistence, must in every instance of sent with each load of goods, or no recent will be given. Increased facilities having been made for the transportation of LIVE STOCK. drovers are invited to try this rest.

When stock is furnished in quantities of TWO CAR Month of the Carlot of

MOAD.

CHANGE OF HOURS.

On and after SUNDAY, June 19, 1864,
Passenger trains leave Philadelphia for
Baitimore at 4°30 (Express, Mosdays excepted), 8°05 A.

M., 12 M., 750 and 10°30 P. M.

Chester at 8°05, 11°15 A. M., 1°30, 2°30, 6°30, 6°30 and 11°06

Chester at 8 '66, 11 '15 A. M., 1 '30, 2 '80, 4 '80, 4 '80 and 1 '10 P. M.

Wilmington at 4 '30 (Mondays excepted), 8 '06, 11 '16

A. M., 1 '20, 2 '30, 4 '30, 5 '00 10 '30 and 11 '60 P. M.

New Castle at 8 '06 A. M. and 4 '30 P. M.

Milliord at 8 '06 A. M. and 4 '30 P. M.

Milliord at 8 '06 A. M.

Ealies P. M.

Talins FOR PHILADELPHIA.

Leave Battimore at 8 '45, 9 '40 A. M., (Express), 1 '18

5 '25 and 10 '26 P. M.

Wilmington at 1 46, 5 '46, 9 A. M., 12 '24, 1, 1 '45, 4 '00, 4 '30

T '26 and 9 '10 P. M.

Wilmington at 1.46, 546, 9 A. M., 1224, 1, 145, 406, 433 780 and 910 P. M. Salabury at 150 P. M. Millord at 333 P. M. Dever at 630 A. M., and 455 P. M. New Castle at 830 A. M. and 655 P. M. Chester at 7 & 5, 940 A. M., 1700, 239, 440, 540, 814, 544

Chester at 7 50, 9 50 a. M., 1 00, 1 93, 4 40, 5 40, 5 14, 5 40 P.M.

Leave Baltimore for Salisbury and intermediate stations at 10 25 P. M.

Leave Baltimore for Dover and Intermediate stations at 2 10 P. M.

THAINS FOR BALTIMORE.

Loave Chester at 5 40 A. M., 5 and 11 60 F. M.

Leave Wilmington at 5 30, 9 23 A. M., 7 55 and 11 40 P. M.

Freight Trains, with Passenger Car attached, will run as follows:

Leave Wilmington for Perryville and intermediate places at 7 40 P. M.

BUNDLATS:—Only at 4 30 A. M., 10 30 P. M., from Philadelphia to Baltimore.

From Philadelphia to Wilmington at 4 20 A. M., 10 30 and 11 00 P. M.

From Wilmington to Philadelphia at 1 48 A. M. and 7 30 P. M. only at 10 25 P. M., from Ratimore to Philadelphia.

M. P. KENNEY, Superintenature.

R. E. A. D. I. N. G. RAHLROAD.

READING RAILROAD.

GREAT TRUNK LINE

FROM PHICADELPHIA TO THE INTERIOR OF

FENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERLAND, AND

WYOMING VALLEYS,

AND NORTH, NORTHWEST, AND THE CANADAS.

PASSENGER TRAINS
Leave the Company's Depot, at THIRTEENTH and
ALLOWHILL Streets, Philadelphia, at the following

Leave the Company's Legot, at THIRTEENTH and Callowill. Streets, Philadelphia, at the following hours:

At 8-16 A. M., for Reading, Labanon, Enhants, Litte, Columbia, Harrisburg, Pottsville, Unicerove, Tanaquia, Hunbury, Williamsport, Elmira, Rochester, Niagara Pale, Burfale, Alleinown, Wilkesbarre, Pitation, York, Carliste, Chambersburg, Higgarsiown, &c.

The train contrets at 8 EADING with East Penapsylvania Hallroad trains for Allentown, &c., the unding and Columbia Raineas for Ephrats. Litte, and Columbia and with the Lobation Valley train for Harrisburg, &c. at 190KT CLINTON with Catavises Rainroad trains for Willeamsport, Lock Haven, Einnita, &c., at 14RRIS-BUEG with "Northern Central." "Cumberland Valley, and "SchayKill and Sasquichatina" trains for Northeinberland, Williamsport, York Chambersburg, Finggrove, &c. Leaves Philadelphia at 250 P. M. for Heading, Pottaville, Pinegrove, Harrisburg, &c., and at Pottaville, Pinegrove, Marrisburg, &c., and at Pottaville, Pinegrove, Waris Gentral Rainroad trains for Milliamsburg, &c., Northern Central valience details for Pinegrove, Rothern Central valience details for Pinegrove, Rothern Central valience at the Science, Reading at 600 A. M., stopping at all way staming, &c. and at Pottaville, Pinegrove, Piniadelphia at 500 P. M., at Piniadelphia at 1500 P.M.; arrives in Reading at 800 P.M. M. Returning, leaves Philadelphia at 1500 P.M.; arrives in Reading at 800 P.M. Anderson trains leave Harrisburg at 24 M., and Pottaville at 250 P. M., arriving in Philadelphia at 150 P.M. Alleines at 150 P.M., arriving in Philadelphia at 150 P.M. Alleines at 150 P.M., arriving in Philadelphia at 150 P.M. Alleines at 150 P.M., arriving in Philadelphia at 150 P.M. Alleines at 150 P.M., arriving in Philadelphia at 150 P.M., Maris trains, with a passenger car attached, leave Philadelphia at 150 P.M., arriving in Philadelphia at 150 P.M., arriving in Philadelphia at 150 P.M., M. Alleines at 150 P.M., arriving in Philadelphia at 150 P.M., and Philadelphia at 150 P.M., arriving in Phil

take tise 8 to A. M. and 500 F. M. transform United Spins, returning from Bowningserm at 600 A. M., and 12 D. Scott.

SEW YORK EXTRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 F. M., passing Beading at 12 mid-night, and connecting at Harrisburg with Pennsylvania Enfrored Express trains for Pittsburg.

Scauring Express trains for Pittsburg at 620 A. M., passing leading at 5 to A. M., and arriving at New York at 2-to P. M. Shoping Care socompany these trains for Rew York leave Harrisburg with reading at 5-to A. M. and arriving at New York at 2-to P. M. Slooping Care socompany these trains for Rew York leave Harrisburg at 8-20 A. M. and 12 M.

Mail trains for Rew York leave Harrisburg at 8-2 A. M. and 12 M.

SCHUVIKHL, VALLEY RAILROAD.

SCHUVIKHL, AND SUSQUEHANNA BAILBOAD.

Trains leave Admitted at 3-to A. M. and 3-to P. M., returning from Buscerora at 8-to A. M. and 3-to P. M., and trains for save Admitted at 7-to A. M. for Pinegrove and Trains save Admitted at 3-to A. M. and 5-to P. M., and from Trains save Admitted at 7-to A. M. for Pinegrove and Trains save Admitted at 7-to A. M. for Pinegrove and Trains save Admitted at 7-to A. M. for Pinegrove and Trains save Admitted at 7-to A. M. for Pinegrove and Trains for A. M. and 5-to M. for Pinegrove and Trains for Carlo Michael Schulles and Schulles and Schulles and Carnellas.

The following Relates in the North and West and Caundias.

The following Relates in the North and west and Caundias.

The following Relates in the North and west and Caundias.

The following Relates trace-caundible only at the order of S. BRADFORD. Transmirer. No. 22 S. FOLKH Street.

At 25 per cent discount, between and points, at 560-35 each, for families and drims.

Good for 2000 miles, between all points, at \$46-35 each, for families and drims.

COMMUTATION TICKETS.

For three, etc. nine, or twelve months, for holders only, to all points at the order of the second o

EXCURSION TICKETS

From Philade this to principal stations, good for Saturday, and Monday, at reduced fore, to be sadewly at the Texas time to be backenly at the Texas time. Erreis.

Goods of all descriptions forwarded to all the above perint, from the Company's new respit depet, BEDAD and Willow STREPTS.

Leave Philadelphia daily at 6 A. M., I P. M., and 6 P. M., for Reading, Lettanon, Rastisburg, Pottsville, Pert Chinton, and points seyond.

MALIA.

Chase at the Philadelphia Post Office for all places on this read and its branches at 6 A. M., and for the principal chaines only at 7 b P. M.

RAILROAD LINES.

GABLUCAL.

On and after MONDAY, Mar. 18, 1861, until P. other action with Giffe MARTOW'S.

Leave Priladelphia 6, 7, 7, 6, 10, 12, 12 A. Mat. 1, 3, 2 M. 24, 4, 5, 65, 6, 7, 8, 6, 16, 11, 12, 12, 4.

Leave Cermantown 6, 7, 40, 8, 826, 9, 20, 11, 17 A. M.4, 1, 2, 3, 4, 8, 6, 6, 6, 4, 16, 5, 16, 11, and 12 P. M.

The 20 down, and the Na and Na trains up, do not stop on the Germantown Fermion

(1) ESSUT HILL HAILBOAD.

T gave Philadelphia, 6, 8, 16, 11 A. M. 7, 13, 55, 7, 8, and 11 P. 38.

1 ave Finadelphia, 6, 8, 10, 12 A. M., 2, 02, 5%, 7, 8, and 11 P. M.
Leave Chesnet Hill, 7 10, 8, 0 40, 11 40 A. M., 1 40, 3 40, 5 40, 6 4 H. K. SMITH General Superintendent, Depot, NINCH and ORREN Streets,

WEST CHESTER AND PHI-MEDIA.

BPHING ARRANGEMENT.

On and effor FRIDAY, April 1, 1864, the Trains will beave as follows Leave Finindelphia, from the 1) pet, corner of THIRTY-LEAVE Finindelphia, from the 1) pet, corner of THIRTY-FIRST and WAIKET Streets, S.A.M., 11 00 A.M., 798 P.M., 4 30 P.M., 6 55 P.M., Philadelphia Depois changed from EIGHTEENTH and MARKET Streets, to THIRTY-FIRST and MARKET Streets,

MARKET Streets, to Hills to Paper, on East MARKET Streets, 270 A. M., 741 A. M., 11 A. M. 21. M., 445 P. M. 1 he cars of the West Fluidatelpins Passenger Hallway Company (Market street) will entwey Passenger Hallway Company (Market Street) and 250 P. M. Leave West Chestra at S. M. and 450 P. M., 200 Deave West Chestra at S. M. and 450 P. M., 200 Deave West Chestra at 745 A. M. and 450 P. M., 200 Deave M. 200

PENNSYLVANIA 1864.
THE GREAT BOULLE TRACK SHORT ROUTE TO THE WEST, NORTHWEST, AND SOUTH WEST. Equipped 43 sed facilities for the safe, speedy, and comfortable appropriate to passengers, unsurpassed by any Fortable days ortation of Dansellars, Busurpassed by any route in a country and route in a country and route in a country and a

The Through Express Train runs daily; all the lother trains daily, except Sundays.

The Mail Train, Fast Liot, and The WEST.

The Mail Train, Fast Liot, and Through Express educated the Main Fast Liot, and Through Express education of the Mail Train and Through Express education of the Mail Train and Mail Through Televate to all points according to Through Televate to all points according to Through Televate to all points according to Through Express points, St. Louis, Leasenworth, Kanas, Wheelma, Indiana, Indi

SUB-40 P. M.

The Mail Train at 225 A. M., and Through Express at 10:30 F. M., connect at Advona with trains for Hollidaysburge Tool F. M. and Fib A. M.

The Mail Train at 225 A. M., and Through Express at 10:30 F. M. connects at Tool F. M. and Fib A. M.

The Through Express Train leaving at 10:30 F. M. connects at Tyrone with a train for South Ridge and Phillipsburg and by Bail Each Valley Railread for Fort Mattida, Miceburg, and Belefonic.

HUNTINGDON AND BEOAD TOP RAILROAD.

The Through Express Train, leaving at 10:30 F. M. connects at Huntingdon with a train for Hopewell and Blood Run at 6:36 A. M.

NORTHEEN CENTRAL AND PHILADELPHIA AND FOR Sunbury, Williams port, Lock Haven, Eimira, Rochester, Buffalo, and Niegara Fails, passongers taxing the Mail Train at 7:25 A. M., and the Through Express at 10:30 F. M., daily excent Sundays, 51 directly through without change of ears between Philadelphia and Williamsport.

For YOLK, HANOVER, and GETTYSBURG, the trains

iono 1, M., daly except Sundays, is urread without change of ears between Philadelphia and Williamspert.

For Yolks, HANOVER, and GETTYSBURG, the trains leaving at s.A. M. and The P. M., connect at Columbia with trains on the Northern Central Railwood.

CEMBERIAND VALLEY HAILBOAD.

The Mail Train at 7.25 A. M. and Through Express at 10-26 P. M., connect at Harrisburg with trains for Carlisio, Chambersburg, and Hagerstown.

AWYNEBIURG BHANCH RAILBOAD.

The trains leaving at 7.25 A. M. and 2-30 P. M., connect at Dovultagions with trains on this road to Waynesburg and all intermediate stations.

For further information apply at the Passenger Station, S. E. corner of ELEVENTH and MARKET Street.

COMMUTATION TICKETS.

For 1.3, 6.9, of 12 months, at very low races, for the accommodation of persons living out of lower, or located on or near the line of the road.

COUPON TICKETS.

For 25 trips between any two points, at about two sents per mile. These tickets are intended for the use of families traveling frequently, and are of great advantage to persons making occasional trips.

ECHOOL. TICKETS.

less traveling frequency, and are of great advantage to persons making occasional trips.

For one or three months for the use of schoolars attending school in the city.

An Emigrant Accommodation train leaves No. 137 Dock street daily (Sundays excepted), at 4 or clovar F. M., offering a consertable mode of travel to families going West, at one half the usual rate of fare. Farticular attention is puid to be graye, for which checks are given, and bargage forwarded by the same train with passengars. For full information, apply to FRANCH FUNK, Emigrant Agent.

MANN'S BAGGACE EMPIESS.

An agent of this reliable Espress Company will pass through each train before reaching the depot, and take up the cast and deliver bargage to six part of the city. Baggage to six part of the city. Baggage to six part of the city. Baggage will be called for promptly when orders are left at the Passenger Depot. Eleventh and Market attreets. The traveling policy are assured that it is centrally exponsible.

By this route freights of all descriptions cambe forwarded to and from any points on the relivous of Ohio, Kentucky, Indiana, Illinois, Wiscomin. Jown or Missouri, by railroad direct, or so any point on the navigarle waters of the West, by steamers from Pittsburg.

The rates of freight to and from any points in the West by the Fransilvania Central Ealirond are at all times as favorable as are charged by other Railroad Companies. Merchants and shippers cutrueilog the transportation of their freight contracts or shipping directions, apply to or address the Agents of the Company.

S. B. KINGSTON, Jr., of Polladeiphin.

D. A TEWART, Pittsburg.

CLARE & CO., Chicago.

LEMB & CO., No. 71 Washington street, Bailimore Agent Northern Central Ealiway.

PHILAD E I, PHIA AND FT., General Treket Agent, Philadeiphia.

ENGCH LEWIS, La Bouff, General Treket Agent, Philadeiphia.

PHILAD E I, PHIA AND FT., General Treket Agent, Philadeiphia.

PHILAD E I, PHIA AND FT., General Treket Agent, Philadeiphia.

PHILADE L. PHIA AND
ARBOY KALKROAD COMPANIES.
On and after MONDAY, January 4, 1864, the Trains for
New York, leaving Kanalington Beson, Phundelphia, at 812
A. M. (Night, and 250 P. M., and the trains leaving New
York at 8 A. M. and 7 50 P. M., will hereafter be vith exclusively for the United States Mails and New York and
Washington Passengers, and will not take in nor less only
any passengers to be used this.
The 16 A. M. and 12 Midnight Lines from New York in
Washington, and the 115 A. M., and 5 P. M. Libra from
Washington to Sees York, will continue as at present, and
early passengers to end from the intermediate stations
and Bultimore, Washington, and Sey York.

car y passengers to end from the mormedice stations and Blatimore, Washington, and New York.

ARRANGEMENTS BETWEEN PHILADELPHIA AND NEW YORK.

I thes leave Philadelphia, from Kensington Depot, at 11 lb A. M., 4°0 and 6°15°P. A and 12°50 ministrit, and from Walmet Street What (via Canden), at 6 and 8 A. M., 12 M. 4 and 6 P. M. for New York.

And I ave New York, from Bost of Courtlands street, at 7 A. M., 10 A. M., 12 M., 4 and 6 P. M., and 12 M., and 19 M., and 6 P. M., and 19 M.,

S. B. Kingson, Charles and Cha

PHILADELPHIA AND EARL OF THE A

SALEM RAILROAD COM

FRANK, thorning time of Trains, commore my FEIDAY, January 1, 1851.

From W nut Street Wharf at 9 A. M., 3 and 4 P. M.,
traight 12 at Returning, leave salem at 4 A. M., 5 and
M., 1/10 F. M. Freight daily sach way. Apply to
MORTON MILLS, January.

Second Covered Pier above MALSUT Street,
S. DELLA WARE A venue.

J. VAN RENSSELAER, Superinte